

PUBLIC WORKS COMMITTEE

DATE: March 15, 2007

CALLED TO ORDER: 5:03 p.m.

ADJOURNED: 6:21 p.m.

ATTENDANCE

ATTENDING MEMBERS

Lonnell Conley, Chairman
Patrice Abdullah
Ginny Cain
Scott Keller
Dane Mahern
Angela Mansfield
Mary Moriarty Adams
Michael Speedy
Ryan Vaughn

ABSENT MEMBERS

AGENDA

PROPOSAL NO. 641, 2006 - amends the Code to allow for parking meters that take payment other than coins and to define the length of a parking space at said meters

“Do Pass as Amended”

Vote 9-0

PROPOSAL NO. 113, 2007 - appoints John Charleston to the Board of Public Works

“Do Pass”

Vote 9-0

PROPOSAL NO. 114, 2007 - authorizes a change in the speed limit on 38th Street between Cold Springs Road and Michigan Road (District 8)

“Do Pass”

Vote 9-0

PROPOSAL NO. 115, 2007 - authorizes multi-way stops at Collingwood Drive and Walden Lane and 56th Street and Walden Lane (District 8)

“Do Pass”

Vote 9-0

PROPOSAL NO. 116, 2007 - authorizes a multi-way stop at the intersection of 61st Street and Dearborn Street (District 4)

“Do Pass”

Vote 9-0

PROPOSAL NO. 117, 2007 - authorizes no parking restrictions on Summit Street between Williams Street and Washington Street (District 16)

“Do Pass”

Vote 9-0

PROPOSAL NO. 118, 2007 - authorizes intersection controls at Goodlet Avenue and Southern Avenue (District 19)

“Do Pass”

Vote 9-0

PROPOSAL NO. 119, 2007 - authorizes no parking restrictions on Bethel Avenue near Wagner Lane (District 20)

“Do Pass”

Vote 9-0

PROPOSAL NO. 120, 2007 - authorizes intersection controls for the Camby Village Subdivision, Section 1 (District 22)

“Do Pass”

Vote 9-0

PROPOSAL NO. 121, 2007 - authorizes intersection controls for Wellingshire Boulevard and Tibbs Avenue (District 22)

“Do Pass”

Vote 9-0

PROPOSAL NO. 122, 2007 - authorizes intersection controls for Copperwood at Wellingshire (District 22)

“Do Pass”

Vote 9-0

PROPOSAL NO. 123, 2007 - authorizes intersection controls for the Villas of Lake Lakota at Wellingshire (District 22)

“Do Pass”

Vote 9-0

PROPOSAL NO. 124, 2007 - authorizes a traffic signal for the intersection of Airport Expressway and Bradbury Avenue (District 22)

“Do Pass”

Vote 9-0

PROPOSAL NO. 125, 2007 - authorizes a multi-way stop at Cinnamon Place and Tarragon Place (District 24)

“Do Pass”

Vote 9-0

PROPOSAL NO. 126, 2007 - authorizes intersection controls for the Foxfire Subdivision, Sections 1 and 2 (District 25)

“Do Pass”

Vote 9-0

PROPOSAL NO. 127, 2007 - authorizes intersection controls for the Flat Branch Subdivision (District 25)

“Do Pass”

Vote 9-0

Update on the Re-procurement of the Wastewater Treatment Contract—Tim Method, Coordinator of Environmental Policy and Compliance, Department of Public Works

Six-month Update on the Long-Term Control Plan Consent Decree—Bob Masbaum, Assistant Administrator, Department of Public Works

Information regarding “National Disability Awareness Month - Juli Painsi, Mayor’s Office of Disability Affairs, Department of Public Works

PUBLIC WORKS COMMITTEE

The Public Works Committee of the City-County Council met on Thursday, March 15, 2007. Chair Lonnell Conley called the meeting to order at 5:03 p.m. with the following members present: Patrice Abdullah, Ginny Cain, Scott Keller, Dane Mahern, Angela Mansfield, Mary Moriarty Adams and Mike Speedy. Ryan Vaughn arrived shortly thereafter.

PROPOSAL NO. 641, 2006 - amends the Code to allow for parking meters that take payment other than coins and to define the length of a parking space at said meter.

Michael Rogers, Executive Assistant, Department of Public Works (DPW), said that Proposal 641, 2006 was introduced several months ago, and DPW has distributed an amended version (Exhibit A) to the Committee that highlights areas that have changed from the original proposed version.

[Clerk's note: A copy of Exhibit A is on file in the Council Office with the original set of minutes.]

Mr. Rogers said that the purpose of the proposal is to modernize the code with regard to the parking meters, as well as the manner of parking as defined in the code. He said that the proposal, as amended, is designed to update the language to allow for the different technologies of parking meters that have been examined by the department over the last year. Mr. Rogers said that the current code has a number of areas that are coin specific, in which it refers to the deposit of a specific amount of coins. He said that the changes proposed will allow for technologies that will accept alternate payments, such as credit cards. Mr. Rogers said that, additionally, the parking ordinance as written creates space based on meters, which would cause conflict if the department chooses any of the technologies that are available to help reduce clutter on the streets or create meters that allow one meter per eight spaces.

Mr. Rogers said that efforts have been made to clean up the code and modernize the fees and fines in other areas that have simply fallen behind by presenting ideas in public hearings. He said that one issue identified difficulties in the definition of the manner of parking and what was expected from drivers, as well as enforcement departments. Mr. Rogers said that Terri Kendrick and her staff at the Office of City Prosecutor have been very helpful in assisting DPW with language that they believe will work better for everyone.

Mr. Rogers said that the authority for the purchase of new technologies for parking meters has been revised to allow the Board of Public Works to make the decision, as they currently authorize any contract that DPW enters into. He said that the authority to create any new metered zones or new parking meter areas in locations within the county will remain with the Council.

Councillor Mahern said that he is very supportive of the proposal and that he is pleased that it is coming forward so quickly. He asked if either of the technologies included in the test period scored higher than the other and if DPW would recommend one over the other. Will Johnson, Senior Planner, DPW, answered that both received comparable scores, and it is unclear as to which technology the City will decide to implement. Mr. Rogers said that the new language will allow DPW to be flexible with determining which technology will work best for the City.

Councillor Mahern asked if the new technology would make it easy to raise parking fee rates, although a change has not occurred in quite some time. Mr. Rogers answered in the affirmative, and stated that it would simply require updating the software and submitting it to the new machines, which would possibly update within hours.

Councillor Speedy asked what will happen with the old devices when they are replaced or upgraded. Mr. Rogers answered that the severely aged machines will be cannibalized for parts, and any others will possibly be repaired or updated. Councillor Speedy asked if the meters could be sold to other communities. Mr. Rogers said that if a huge number of meters are removed, other options of disposal will be examined, but he is unsure as to the exact procedure. Councillor Speedy asked if the Council has the authority to raise parking fees. Kumar Menon, Director, DPW, answered in the affirmative. Councillor Speedy stated that he would like to express the importance of any fee increase involving an abundance of diverse public input, as lower parking fees encourage more people to visit downtown businesses. Mr. Rogers said that there is currently no contemplation of raising fees, but public input would certainly be sought before moving ahead with any increases.

Councillor Abdullah asked if there are any foreseen downsides to upgrading the current meters to more advanced technological meters. Mr. Johnson said that the exact price of the new technology is unknown, and the obvious concern is what happens when approximately \$2,200 worth of existing meters are removed. Therefore, a downside is that the total expense and the reimbursement method is uncertain. He said that an upside is that new technology only has to be emptied a tenth as often and has instant notification of difficulties. He said that currently there is no way of knowing how long a meter is down between collections, which results in a sizable amount of lost revenue. Mr. Rogers said that the savings from the installation of the new technology will be shown in the efficiencies and operations of ensuring that the meters are running properly. He said that the collections from the meters are currently handled by private contractors. Therefore, if there are any reductions in collections it will be reflected in the contract with those contractors, as opposed to a reduction in City staffing.

Councillor Abdullah asked if there will be any taxpayer costs associated with maintenance of the new meters. Mr. Johnson said that there is a warranty to cover the maintenance for a specific time, but the cost of individual replacement parts for the new meters is unknown until a particular technology is chosen. Mr. Rogers said that the cost of the service will be comparable to the current expense, however, there will be less meters to maintain.

Mr. Rogers said that DPW is not ready to move forward with a particular technology. When the results from the test period are finalized and a decision is made, DPW will come before the Committee to discuss any ideas.

Councillor Moriarty Adams moved, seconded by Councillor Cain, to forward Proposal No. 641, 2006 to the full Council with a "Do Pass" recommendation. The motion carried by a vote of 9-0.

PROPOSAL NO. 113, 2007 - appoints John Charleston to the Board of Public Works

Mr. Charleston thanked Councillors Gray, Oliver, and Conley for the opportunity to serve on the Board of Public Works. He said that since he has been asked to serve, he has been mindful of the role that the Board plays in the everyday life of the citizens of Indianapolis, including sewer installation, maintenance, future plans, trash collection, street repairs, etc. He said that he has

spent a major part of his life in the automotive industry, as he worked with the Chrysler Corporation for 41 years. While working with Chrysler, he said that he was able to develop organizational skills and behaviors, group interactions and dynamics, and problem-solving skills. Mr. Charleston said that he was also able to share and benefit from the experiences of others. If given the opportunity to serve on the Board, he said that he believes that it would be an excellent place for him to begin giving back to the community.

Councillor Speedy thanked Mr. Charleston for his service to the United States Army and asked if he served overseas. Mr. Charleston answered in the affirmative and stated that most of his time was spent in Germany.

Councillor Mansfield asked who Mr. Charleston is replacing on the Board. Chair Conley answered that he is replacing Clarence Crane.

Councillor Abdullah thanked Mr. Charleston for volunteering to serve on the Board.

Councillor Mahern said that he was impressed by the diverse responsibilities that Mr. Charleston had at Chrysler and believes that he will be able to adapt to the issues of Public Works, as it involves more than streets and trash pickup.

Councillor Oliver said that he was excited that Mr. Charleston is interested in public service and is committed to the growth and development of Indianapolis. He said that the Board will be well-served by Mr. Charleston's service.

Councillor Abdullah moved, seconded by Councillor Moriarty Adams, to forward Proposal No. 113, 2007 to the full Council with a "Do Pass" recommendation. The motion carried by a vote of 9-0.

Chair Conley asked the Committee for consent to group Proposal Nos. 114-127, 2007 together. Consent was given.

PROPOSAL NO. 114, 2007 - authorizes a change in the speed limit on 38th Street between Cold Springs Road and Michigan Road (District 8)

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Nathan Sheets, Senior Project Manager, DPW, explained what each proposal entails.

Councillor Mahern asked how DPW determines which areas are in need of yield signs (intersection controls) as opposed to stop signs. Mr. Sheets said that, normally, intersection controls have already been established in the neighborhood during construction, and DPW investigates to determine the safety of those controls. He said that yield signs can be appropriate in situations where Courts or cul-de-sacs do not have much traffic and there is adequate sight distance. Those sites will be monitored, and if complaints are received stating that the yield sign is not adequate, DPW will modify those areas to stop signs.

Councillor Vaughn asked if each of the proposals comply with the Uniform Traffic Manual. Mr. Sheets answered in the affirmative.

Councillor Abdullah moved, seconded by Councillor Cain, to forward Proposal Nos. 114-127, 2007 to the full Council with “Do Pass” recommendations. The motion carried by a vote of 9-0.

Update on the Re-procurement of the Wastewater Treatment Contract—Tim Method, Coordinator of Environmental Policy and Compliance, Department of Public Works

Chair Conley said that the update regarding the Wastewater Treatment contract will be discussed at the next Public Works Committee meeting scheduled for April 5, 2007.

Six-month Update on the Long-Term Control Plan Consent Decree—Bob Masbaum, Assistant Administrator, Department of Public Works

Mr. Masbaum said that he is now an Administrator with DPW and he has come before the Committee to give an update on the Long Term Control Consent Decree. Mr. Masbaum distributed a copy of his presentation (Exhibit B) and a list of control measures (Exhibit C).

[Clerk's note: A copy of Exhibits B and C are on file in the Council Office with the original set of minutes.]

Mr. Masbaum's presentation included the following key points:

- First six-month report is due at the end of March.
- What is the Consent Decree (CD)
 - A 20-year agreement with the Environmental Protection Agency (EPA) and the Indiana Department of Environmental Management (IDEM) to reduce sewage overflows and improve water quality.
 - Lays out requirements for DPW to meet certain provisions of the Clean Water Act.
 - Project milestones and reporting requirements must be met, or city faces fines of \$1,000 to \$5,000 per day.
 - Implementation schedule tied to two milestones each project:
 - Completion of bidding process
 - Achievement of full operation
 - Estimated cost of CD projects is approximately \$1.8 billion (2005 dollars)
- Status and Progress reports that must be submitted to EPA, IDEM, and the public
 - Six-month Status Report
 - Due beginning of April and end of October every year
 - Control Measures Cost Evaluation
 - Due after five years
 - Progress Report to Public
 - Post Construction Monitoring Program Milestone Report
 - State Simplified Employer Pension (SEP) Cost/Completion Report
 - Federal SEP Cost/Completion Report
 - Certification of Fulfillment of the CD Requirements

Chair Conley asked if there are any grace periods allowed for the reports and if there are any fines if the reports are not received at the time they are due. Mr. Masbaum said that reports are due about 14 days after the reporting period, and he believes that there are fines associated with being late, but he is unsure of the amount.

Mr. Masbaum continued with further key points:

- Six-Month Status Report
 - Must report on progress every six months until 2030 or termination of consent decree
 - Contents:
 - Requirements and work during previous six months
 - Work projected during next six months
 - Status of the revision of water quality standards
 - Copies of all reports submitted to IDEM and EPA

- Reports sent every month on the operations of the treatment plant and the collection system
 - Discharge monitoring report sent every month
 - Sewer system operation and management plan reporting
 - Status of Notices to Proceed on projects.
- First six-month report
 - Will report on progress from October, 2006 through the end of March, 2007
 - All projects are on or ahead of schedule
 - 20 of 20 required raw sewage overflow milestones have been met.
 - 6 of 6 sanitary sewer discharge milestones have been met (see Exhibit 3 included in Exhibit C).
 - Design is underway for two supplemental environmental projects to eliminate septic systems.
 - Projects to offset some of the fines that EPA has levied against the City in the signing of the Consent Decree
 - Septic Tank Elimination projects (STEP) on the Southside at the Epler/Meridian area and the Banta/Southport area.
- Progress Report on Major Projects
 - Elimination of raw sewage overflows at White River/Thompson Road and Lick Creek (under construction)
 - Two small combined sewer overflows near Madison and I-465 and just west of White River off of I-465.
 - Elimination of sanitary sewer overflows at Shadeland & Fall Creek and 8440 Woodburn Drive (under construction)
 - Standard practice years ago was that if any lift station's pumps failed, sewage would overflow into the nearest creek.
 - Practice is no longer acceptable. DPW is in the process of redesigning all these types of lift stations.
 - Fall Creek-White River Tunnel (in planning)
 - Biggest single project in the program.
 - Recently signed contract with Black and Beach Consulting to continue doing geotechnical work at 38th Street and Fall Creek, down Fall Creek to White River, and then down White River to Southern Avenue.
 - Riviera Club lift station upgrade (in planning)
 - Lift station was built in the 1970's as a chlorine contact tank.
 - Examining routing another Combined Sewer Overflow (CSO) into this station.
 - Eagle Creek and Belmont West Cutoff projects (in planning)
 - Two large interceptor projects that will flow from the northwest and west side of town to the Belmont Treatment Plant and the Southport Wastewater Treatment Plant.
 - Belmont North Parallel interceptor to serve northwest side/Pike Township (design firm selected)
 - Will increase the capacity of the interceptor that runs due north from approximately 19th Street and Lafayette Road up to 86th Street and west to Eagle Creek.
 - Negotiations have begun and will go before the Board of Public Works soon.
 - Belmont Advanced Wastewater Treatment Plant

- Recently bid a project for upgrading the wet water capacity of the treatment plant.
 - Currently front part of plant handles 300 million gallons per day (mgd).
 - Secondary and tertiary part of plant handles 150 mgd.
 - Beginning a project to increase part of the secondary up to 300 mgd.
 - Long-term Control Plan envisions capturing more flow, taking it to the treatment plant, and then treating it.
- Wet weather chlorination/de-chlorination (in design)
- Headworks, primary effluent pumping station and gravity belt thickeners (in design/construction)
- Doubling wet-weather treatment capacity (Trickling Filter/Solids Contact) (in design)
- Interplant Connection (in connection)
 - 10-to-12-foot diameter pipe that will run between the Belmont Treatment Plant and the Southport Wastewater Treatment Plant will help capture flows and balance the flows between the two plants, particularly during wet weather.
- Pogues Run Tunnel is Complete!
 - Reduces raw sewage overflows to Pogues Run, south of 10th Street.
 - Relocates overflows away from four Indianapolis Public Schools (IPS) schools on near eastside.
 - Brings Cottage Home neighborhood out of flood plain.
 - \$12.5 million project with tunneling machine 14 feet in diameter.
 - Achieved full operation on December 28, 2006.
 - Award winning!
 - American Society of Civil Engineers “Civil Engineering Project of the Year in Indiana” for 2006.
- Doubling Belmont Treatment Capacity
 - Route wet-weather flows through a new secondary treatment path at Belmont.
 - Allows the city to run twice the flow through the two-stage nitrification process by decoupling the two stages and upgrading the bio-roughing stage to a Trickling Filter Solids Contact (TFSC) process.
 - Will double biological treatment capacity to 300 mgd and eliminate the Primary Effluent bypass, reducing overflows to the White River by 2 billion gallons per year.
- Belmont-Southport Interplant Connect
 - 10-to-12-foot diameter sewer pipe will
 - Increase city’s ability to capture and treat sewage.
 - Reduce raw sewage overflows to White River at Southern Avenue.
 - Improve management of flows between city’s two treatment plants.
 - Eventually, Fall Creek and White River tunnels will be de-watered and most wet-weather flows will be sent to Southport.
- Tunneling planned for two-thirds of Interplant Route
 - No impacts to streets and neighbors.

Councillor Mansfield said that she asked a question a while back with regard to a very busy street that had flood and was given the response that it was due to plugged drains from an

apartment complex. She asked what type of compliance responsibilities regarding the maintenance of clean drains do private property owners have. Mr. Masbaum said that he is aware that private property owners are required to maintain their facilities. He said that the Department of Metropolitan Development (DMD) handles the compliance and investigation of complaints, and issues fines and citations.

Councillor Speedy asked when the Consent Decree was signed. Mr. Masbaum answered that the Consent Decree was signed by U.S. District Judge, David Hamilton, in December of 2006. Councillor Speedy said that some of the projects are dated before that time. Mr. Masbaum said that the work was done over the last few years, and DPW wanted to be sure that it was credited.

Councillor Speedy said that there is a recurring incident in his district in which raw sewage comes up through a manhole onto a constituent's property. He asked if the projects that DPW is working on will eventually remove occurrences such as the one in his district. Mr. Masbaum said that Exhibit 3 of Exhibit C lists specific projects, but stated that if Councillor Speedy would supply him with the address of the problem, he will look into it. Councillor Speedy said that DPW has been responsive in helping the constituent clean up the affected property. Mr. Masbaum said that it is important that constituents call in any recurring issues to the Mayor's Action Center so that they are recorded.

Chair Conley said that Proposal No. 641, 2006 was voted to pass on to the full Council, but it should have been amended first..

Councillor Moriarty Adams moved, seconded by Councillor Mansfield, to reconsider Proposal No. 641, 2006, because it was passed without the amendment. The motion carried by a vote of 9-0.

Councillor Mahern moved, seconded by Councillor Moriarty Adams, to amend Proposal No. 641, 2006 to reflect the changes highlighted in Exhibit A. The motion carried by a vote of 9-0.

Councillor Abdullah moved, seconded by Councillor Moriarty Adams, to forward Proposal No. 641, 2006 to the full Council with a "Do Pass as Amended" recommendation. The motion carried by a vote of 9-0.

Information regarding "National Disability Awareness Month" - Juli Paini, Mayor's Office of Disability Affairs, Department of Public Works

Ms. Paini said that she coordinates Mayor Bart Peterson's Office of Disability Affairs and she works with all of the various city departments, as well as outside businesses and non-profits to promote the inclusion of people with disabilities in Indianapolis. She said that DPW is doing a lot of good work this month, which Mayor Peterson has declared as Disabilities Awareness Month in Indianapolis. Ms. Paini said that some of the things being done to celebrate Disabilities Awareness Month include:

- Showcasing art done by artists with disabilities on the 24th Floor of the City-County Building and at 604 N. Sherman Drive.
 - Working with Noble of Indiana, which serves people with developmental disabilities.
 - Vacant space is still available, looking to establish more partnerships to demonstrate more art by artists with disabilities.

- DPW Public Information Office is assisting Ms. Paini's Office in providing Public Service Announcements on WCTY (Channel 16) that relate to disability etiquette to relay messages, such as when talking with someone who uses an interpreter, be sure to speak to the individual with the disability.
- Developing a video on curb-cut design and construction describing how people with different types of disabilities navigate on curbs and sidewalks, as well as technical information on how to build an accessible curb-cut with American with Disabilities Act (ADA) standards.
 - Have found that contractors, designers, or consultants may directly interpret the standards, but the standards may not accommodate someone who uses a wheelchair, is blind, or has trouble getting around.
- Ensuring that the cultural trail is a universally accessible feature.
 - Will be esteemed all over the country, and wants to ensure that people know that Indianapolis cares about making sure that people with disabilities and Seniors can use the trail.
 - Discussed creating wider sidewalks, auditory signals, and spaces to rest.

Ms. Paini said that Indianapolis has been recognized several times by the National Organization on Disability as one of the Top Ten cities for disability friendliness. For two years, Indianapolis has been in the Top Six, but Ms. Paini said that she needs to call to find out what place Indianapolis ranked this year. She said that the recognition is mostly due to the hard work of DPW.

Councillor Mansfield said that she appreciates bringing awareness, as she as was injured skiing and was pretty messed up the first couple of days. She said that she went to the grocery stores, and it was an eye opener as to how people put things in the way and do not pay much attention to people trying to get around them. It gave her a greater understanding of what people with disabilities go through.

Councillor Mansfield said that she constantly requests that the Michigan Corridor be able to get more sidewalks, as there are a number of apartments where people with disabilities live. She said that she has seen them on Michigan Road in wheelchairs, and she was told that someone had previously been killed. Ms. Paini said that DPW has spoken with people in that area, and when a wholesale project cannot be done, it is broken into pieces. One example is that a bus pad was installed in front of Crooked Creek Towers so that individuals can use the bus to get to 86th Street. Another one was installed in front of Polly Glover, which is on Township Line, off of Michigan Rd. Ms. Paini said that although things may not be able to be done as quickly as DPW would like, the department speaks directly to the person with the disability to find out what is needed in order to determine a solution.

Councillor Cain said that there are some bus stops along Shadeland Avenue between 75th Street and 82nd Street that are very unfriendly. She said that people stand in puddles and off the road. She said that a sidewalk would be very helpful in that area as well. Councillor Cain said that she worked with Senator Dan Coats when the ADA passed and it is exciting to see what has happened because of that.

Mr. Menon said that the City's needs are about \$100 million if they address all of the backlog, and about \$3 million are directed toward sidewalks each year. He said that as a result of extra financing through the State, DPW is dedicating almost \$5 million this year and next year to

sidewalks alone. He said that will barely scratch the surface, and they are trying to see if the way that the State allocates funds to counties, can be changed to allocate a larger percentage of the gas tax to Marion County. Mr. Menon said that counties are paid by center line miles and not by lane miles; therefore, Marion County receives the same amount of dollars from the State as rural towns that have two-lane highways. He said that there will obviously be a cost to allocate larger percentages to larger counties because the money would have to come from the smaller cities and towns. He said that DPW is doing what they can to free up extra money in the Transportation Fund. He said that his 2007 budget proposal to the Council indicated that DPW would free up approximately \$2 million extra in the Transportation Fund by shifting the burden to other funds, which also goes into putting in more sidewalks and curbs. Mr. Menon said that he is proud of the work that Ms. Paini does on focusing the DPW team on ADA issues. He said that almost 20% of the population in Indianapolis has some form of disability, which is very significant. He said that services need to be connected to the actual users of the services; therefore, there is even more effort on providing service to the ADA population in Indianapolis. Mr. Menon said that he would like the Council's help in asking for assistance on how cities like Indianapolis can be allocated extra funds. Unfortunately, transportation is the only fund that is completely dependant on state allocated funding.

Chair Conley said that the Committee is in agreement with asking for more funds from the state, and they will do what they can to help. Councillor Moriarty Adams asked if there is a proposal before the General Assembly that would require a change in funding allocation. Mr. Menon answered in the negative, and stated that DPW is working on a way to raise the subject because the way it is proposed, it would directly take money from other areas. Councillor Moriarty Adams said that she understands that Indianapolis has the most interstates going through it and is considered the Crossroads of America. She understands that I-70, east of downtown, is the most heavily traveled interstate throughout the State of Indiana. She said that, as a result, Indianapolis probably carries more traffic through the city.

Councillor Moriarty Adams asked if construction of the wheelchair accessible ramps for which federal dollars were given has been completed at the different locations and intersections in Indianapolis. Ms. Paini said that no money was given specifically to construct accessible curb-cuts, but DPW was proactive and has a program that set aside a certain amount of money for that project. She said that the program commits to have an average of 1,500 curb-cuts completed every year, and DPW is keeping up with that. She said as specific disability-related requests are received, quotes are done every three months or after 25 requests have been received, and construction is on a continual basis. Councillor Moriarty asked if the federal government required the City to set aside a certain amount of funds to fund the curbs and sidewalks and the ADA program. Mr. Menon answered in the affirmative and stated that it is an unfunded mandate. Ms. Paini said that it is a matter of prioritizing the money received and changes should have been happening before the ADA.

Councillor Mahern asked how often new curbs and sidewalks are evaluated to determine their success. Ms. Paini said that the standards have not changed over the years, but the educational process has helped contractors better understand to create more accessible avenues for persons with disabilities. She said that it is about economic development and civil rights, by helping people get to their jobs or to the store, and the issue is no different than providing what is needed for physical needs beyond disabilities.

Councillor Mahern said it is important to understand that putting in the best product will be best for everyone, not just persons with disabilities. He said that technology is changing everyday, and the city needs to move with those changes.

Councillor Cain asked if Ms. Paini is helping with the construction of the new stadium. Ms. Paini answered in the negative and stated that they have a Universal Accessibility Consultant.

Mr. Menon said that DPW is also looking to increase visibility by changing the size of the street signs; therefore, any new sign being put in over the next few years will be larger. He said that accessibility is for everyone. Councillor Mahern asked if research has been done as to what works best and what other cities are doing or have done with regard to traffic signs. Mr. Menon answered in the affirmative and stated said that the Manual on Uniform Traffic Control Devices (MUTCD) provides all the criteria to which cities must adhere.

Conclusion

With no further business pending, and upon motion duly made, the Public Works Committee of the City-County Council was adjourned at 6:21 p.m.

Respectfully Submitted,

Lonnell Conley, Chair

LC/nsm